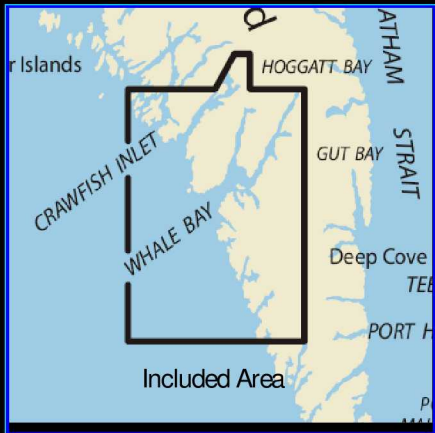


BookletChartTM

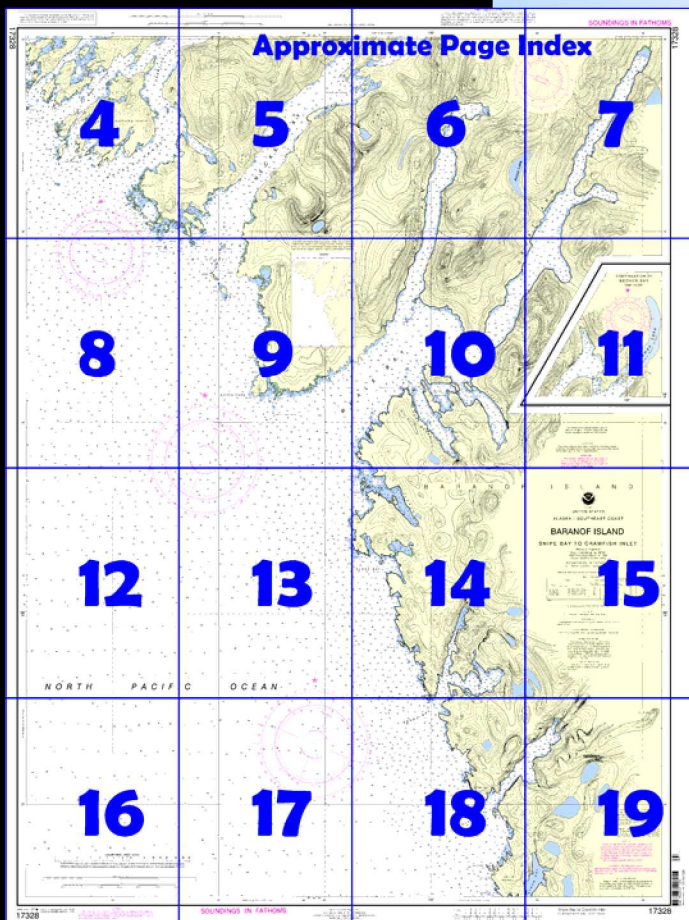
Baranof Island - Snipe Bay to Crawfish Inlet

(NOAA Chart 17328)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 12 excerpts]

(25) **Snipe Bay**, indenting the W coast of Baranof Island, has its entrance about 18 miles NW of Cape Ommaney and 1.8 miles N of Kekur Point. The bay is deep and clear except for the rocks close to the shore at the entrance. The islets off the SE entrance point are wooded. A group of islets is close to the NW entrance point. About 1.4 miles within the entrance in the SE shore is a sheltered bight with 35 fathoms in the middle. At the head of Snipe Bay are two short branches. A

conspicuous waterfall empties into the head of the N branch. Depths of 31 fathoms were obtained in the small bight S of the NE branch.

(26) **Snipe Head**, the NW entrance point of Snipe Bay, is a conspicuous straight-topped headland.

(27) **Sandy Bay**, 3 miles N of Snipe Bay, extends in a NNE direction and divides into two arms 0.8 mile from the entrance; a long narrow arm extends N and a second arm extends E.

(28) Good anchorage may be had in 22 to 24 fathoms at the NE head of the E arm off the waterfall. About 0.8 mile within the arm a group of islets extends off the N shore. Pass well S of these to avoid a 1½-fathom spot, not marked by kelp or showing any surface indication, which is about 0.1 mile S of the islands. Anchorage may be had either in the bight W of the islands or in the arm that extends NW from the E arm.

(29) A 7½-fathom spot in the middle of the entrance causes the seas to pile up dangerously in SE weather.

(31) **Close Bay** consists of an open bight and a lagoon that can only be entered on the flood. Several breakers are off the NW point of the entrance.

(32) **Whale Bay** has its entrance between Point Lauder and North Cape. It extends in a NE direction for about 4 miles, where it divides into two arms, Great Arm and Small Arm.

(35) **Still Harbor**, at the entrance to Whale Bay, is about 1.5 miles N of Point Lauder. The entrance, about 0.1 mile wide, is N of **Tikhaia Islands**, the chain of rocky islets that extend NNW from the point NE of Point Lauder. The NE shore at the entrance is foul.

(37) **Port Banks** has its entrance about 2.7 miles NE of Still Harbor. A submerged rock on which there is a depth of 1¾ fathoms is about 0.5 mile N off the W point of the entrance; it is reported to break in a moderate swell. Deep water surrounds this rock.

(38) It is recommended that vessels bound for Port Banks steer midchannel courses until clear of the off-lying dangers, then head into Port Banks, favoring the E shore. The Makhnati Islands can usually be identified in thick weather; they furnish a good leading mark for clearing the off-lying 1¾-fathom rock. It is reported that breakers extend from this rock to the SW point of the entrance during very heavy weather; under such conditions it is probably better to make Rakovoi Bay.

(39) **Kritoi Basin**, used extensively during the fishing season, is between Port Banks and Rakovoi Bay. The bay affords excellent shelter, but is used mostly by small craft, because of its narrow entrance, about 75 yards wide. The entrance between **Finger Point** and **Krishka Island** is deep and clear except for a depth of 2¼ fathoms about 0.3 mile inside the entrance in 56°35.9'N., 135°00.0'W. Good anchorage in desired depths from 5 to 20 fathoms, mud bottom, can be had in the basin.

(40) **Rakovoi Bay** is 1.2 miles E of Port Banks. An island close to the E point makes the channel about 275 yards wide. The channel E of the island is foul and suitable only for small boats. Anchorage may be found S of the island at the entrance in about 18 fathoms or farther up the bay in 20 fathoms.

(41) **Great Arm**, the NE arm of Whale Bay NNE of Rakovoi Bay, narrows to less than 0.3 mile at a distance of 5.3 miles from the entrance. A small bay indents the SE shore 3.5 miles from the entrance, and another bay is at the narrows. Both bays have depths of over 30 fathoms. Great Arm is clear. An excellent anchorage with sand and mud bottom is in the small bay on the E side of the arm about 3.5 miles above the entrance to the arm. However, in the arm proper depths are too great for anchorage. **Kakovo Island** is off the N entrance point to Great Arm.

(42) **Small Arm** extends in a NNE direction from the NW side of Whale Bay. At its head it turns E for 0.6 mile. **Makhnati Islands**, a group of wooded islands, are off the entrance to Small Arm. Anchorage may be found among them, but it is exposed and not recommended. The depths in Small Arm are too great to afford anchorage. If the W shore is favored when passing the Makhnati Islands, no obstructions will be encountered throughout the length of the arm.

(43) **Necker Bay**, about 35 miles NW of Cape Ommaney and 3.5 miles N of North Cape, has its entrance between the Yamani Islets and the Guibert Islets. **Yamani Islets**, a group of wooded islets about 4 miles N from North Cape, form the NW entrance point of Necker Bay. Good anchorage for small craft can be had N of the islets in Yamani Cove.

Table of Selected Chart Notes

Corrected through NM Nov. 22/03
Corrected through LNM Nov. 11/03

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.409" southward and 6.345" westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sukkwani I, AK	KZZ-89	162.425 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz

Mercator Projection

Scale 1:40,000 at Lat. 56°34'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

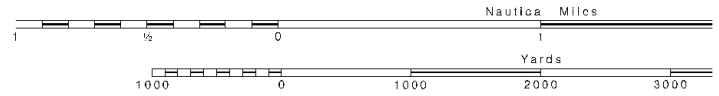
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

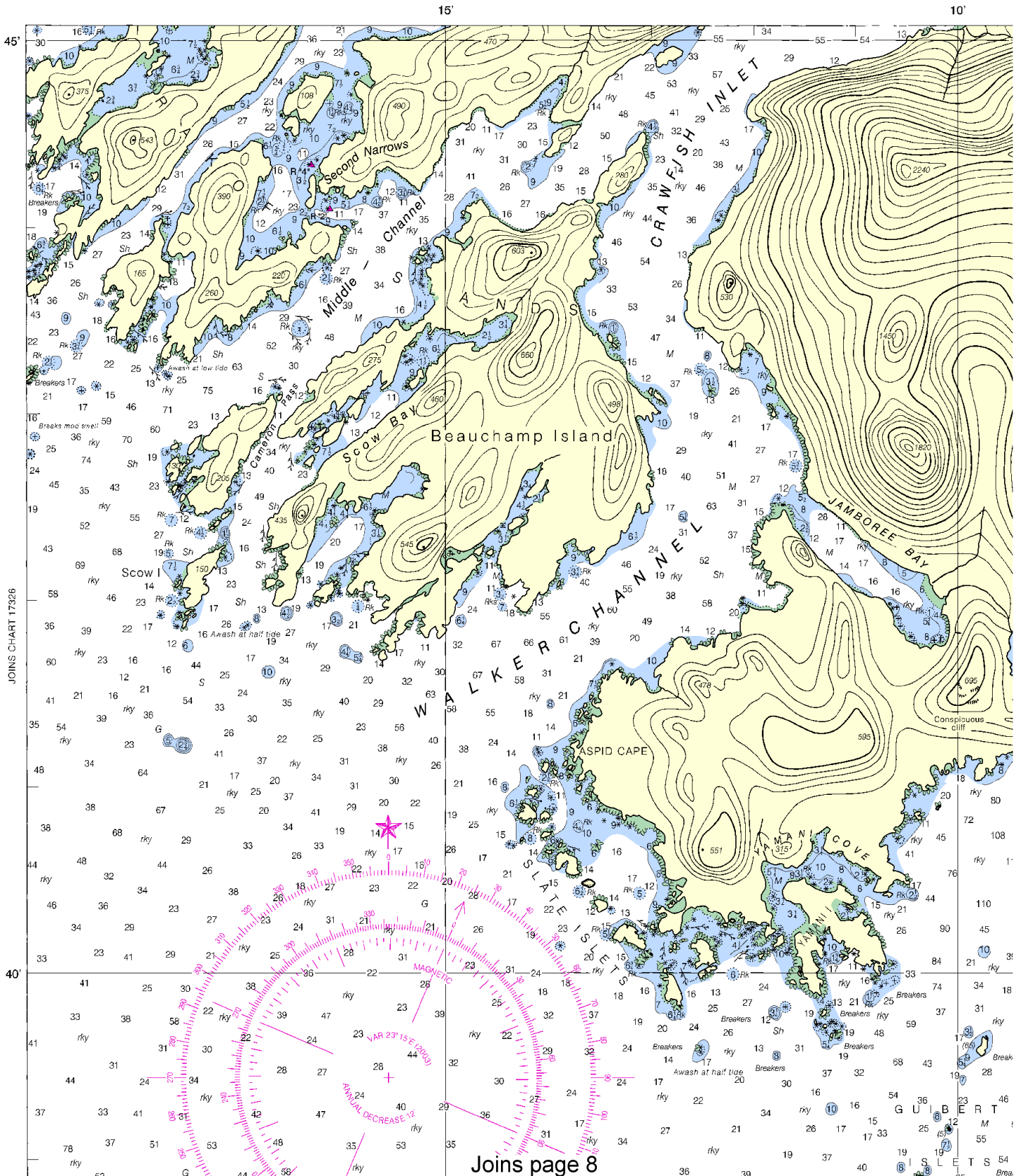
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4663, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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17328



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

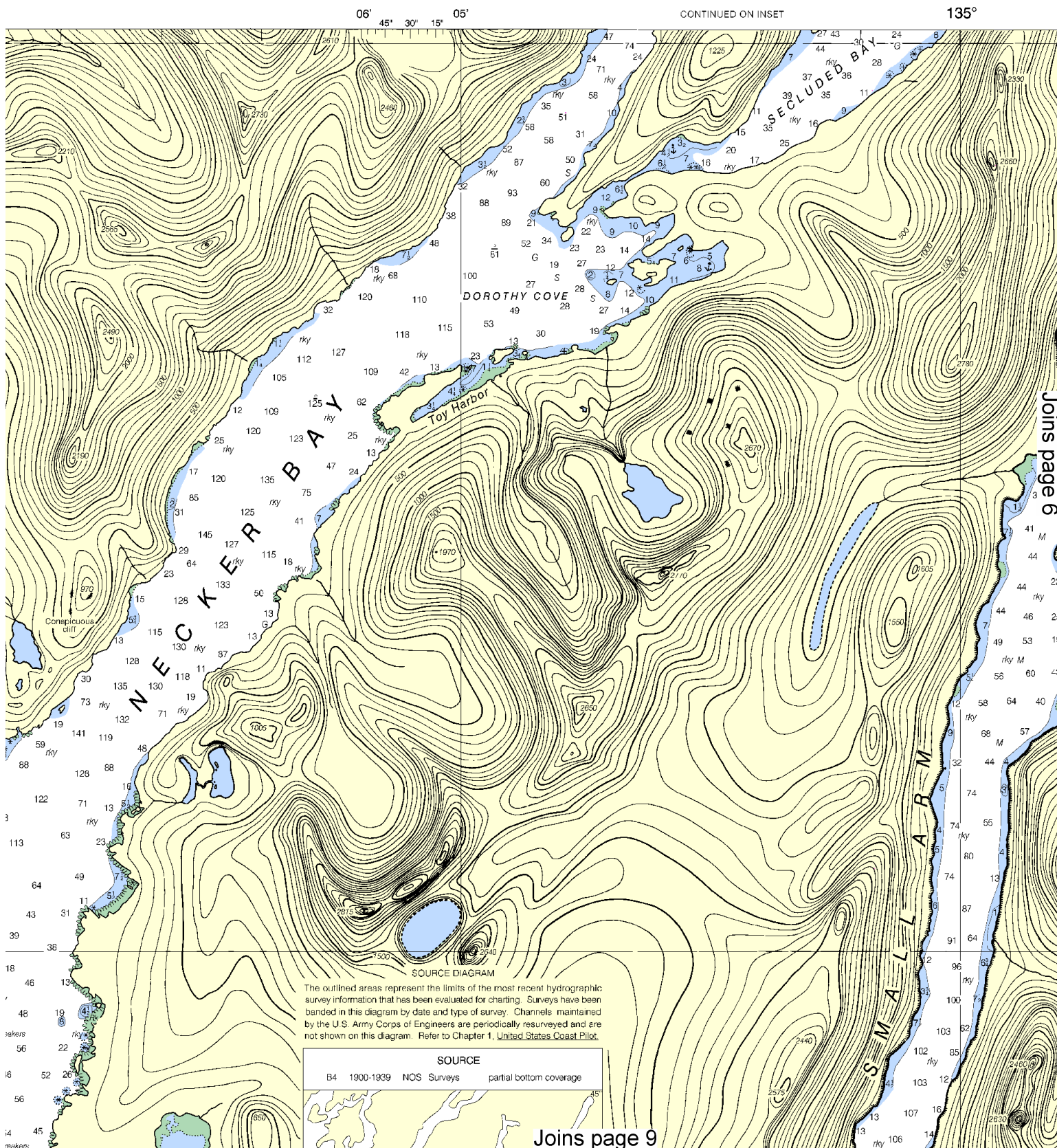


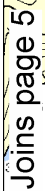
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Formerly C&GS 8254, 1st Ed., Nov. 1926 C-1926-271 KAPP 2659

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Joins page 10

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~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

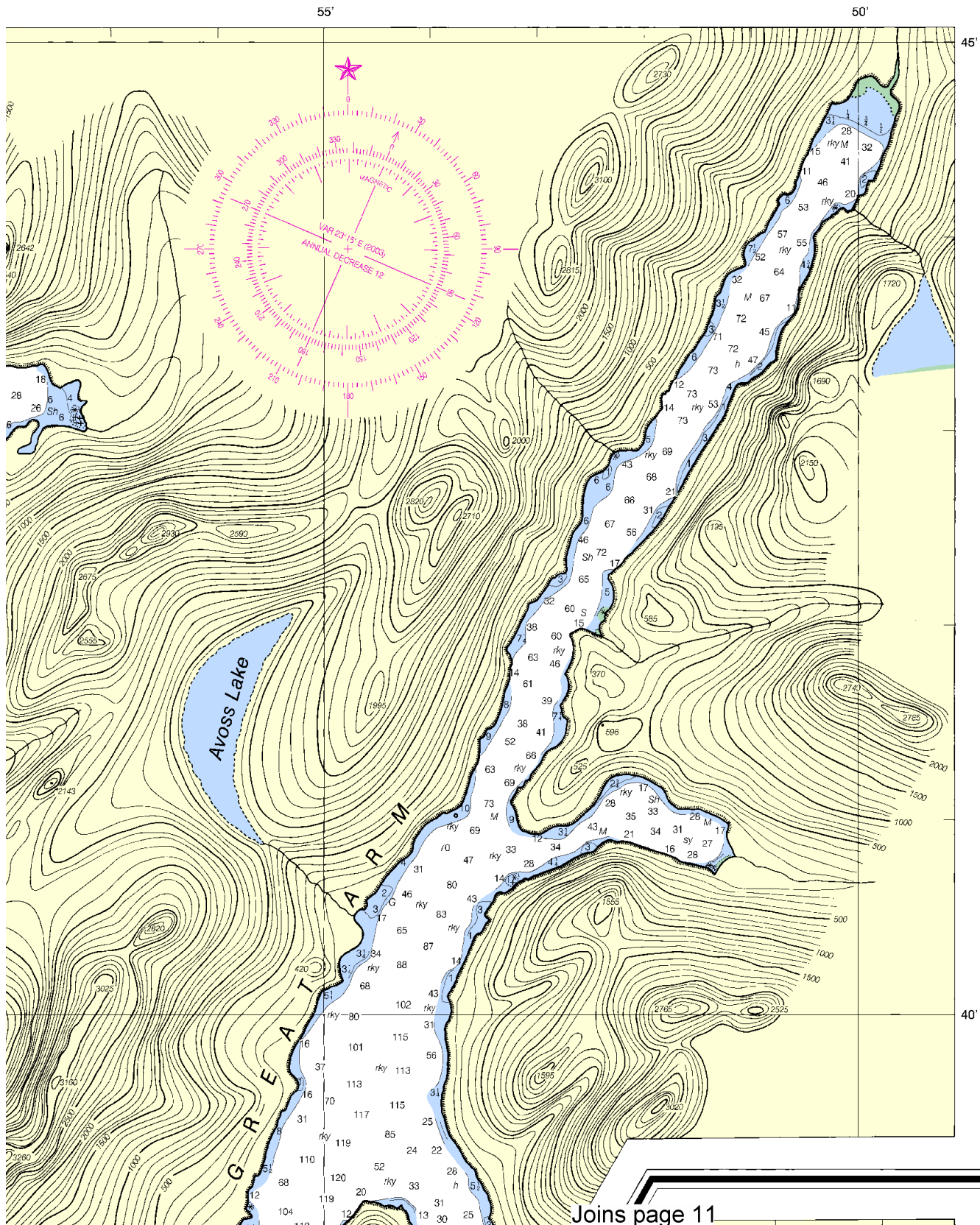


PRINT-ON-DEMAND CHARTS

fix, offer this chart updated weekly by NOAA for Notices to Mariners
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 OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or

SOUNDINGS IN FATHOMS

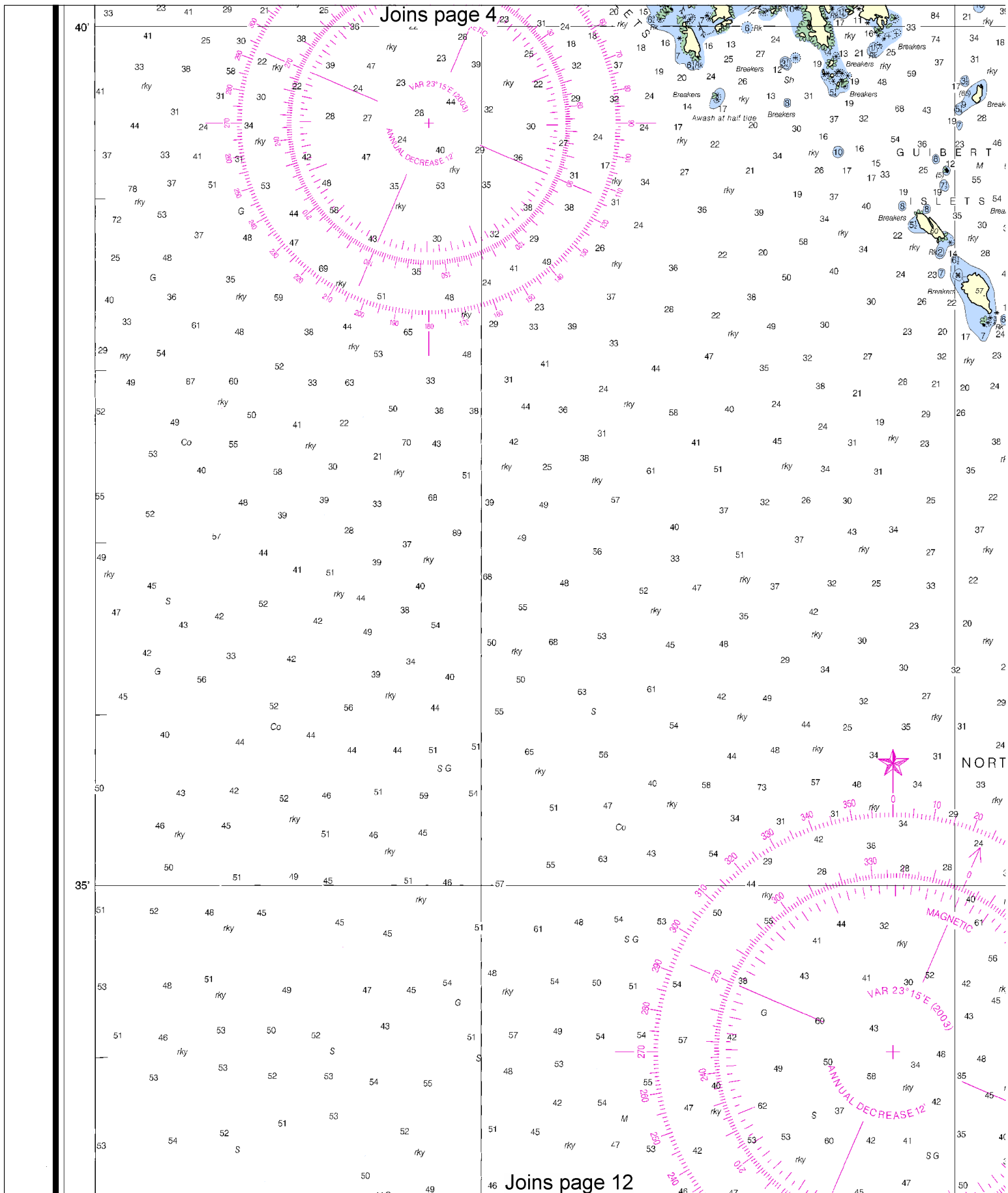
17328



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

7



8

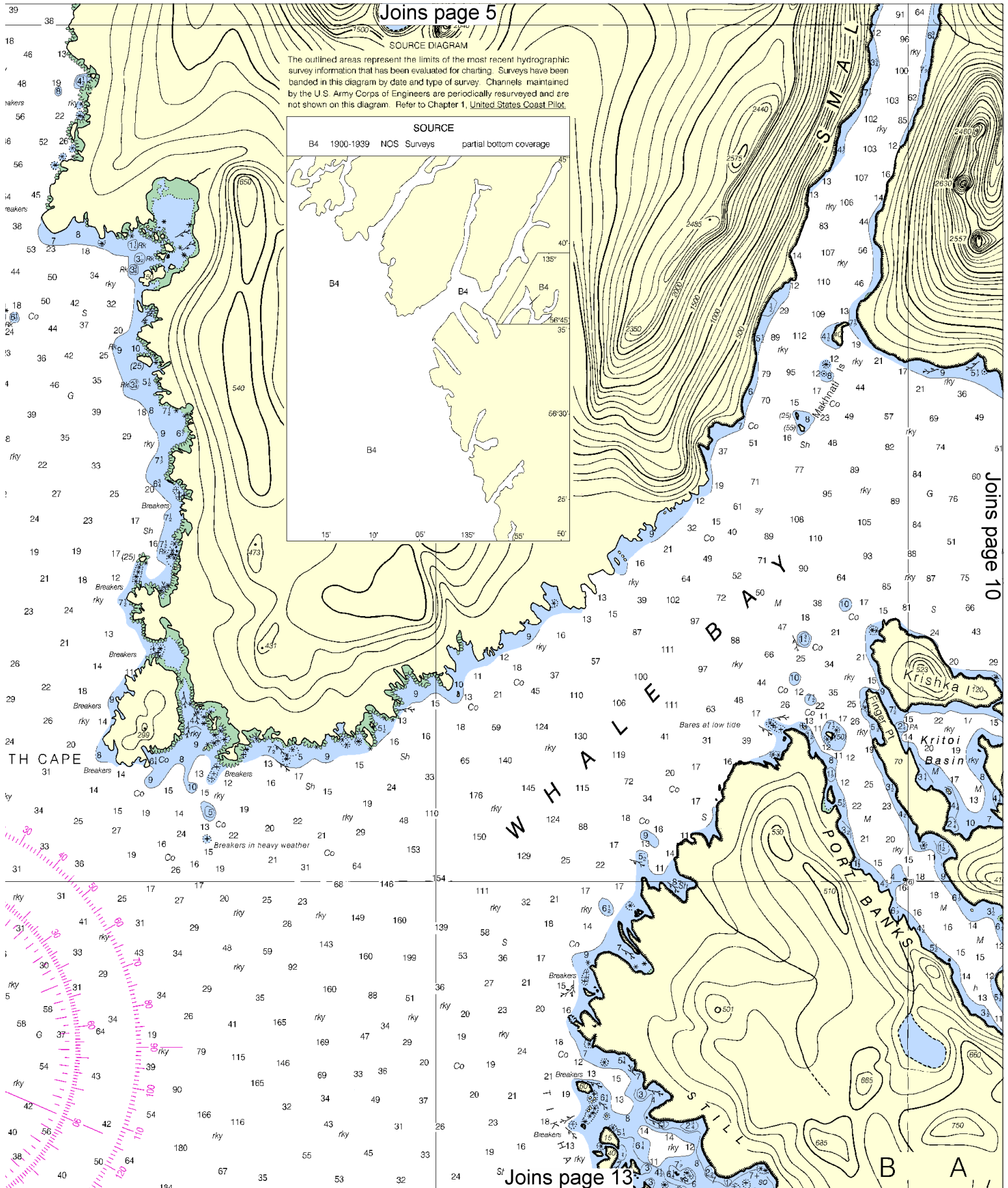
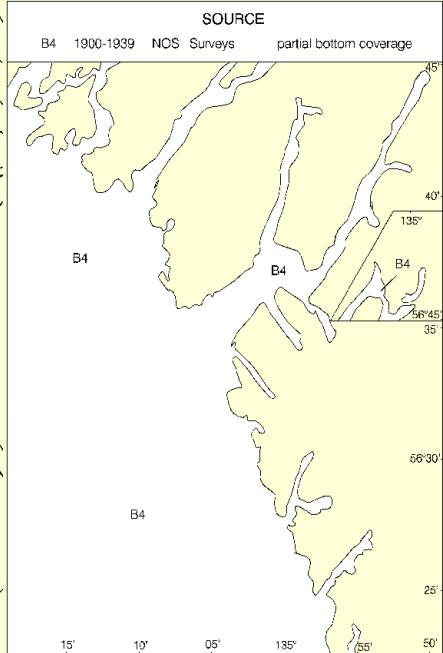
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

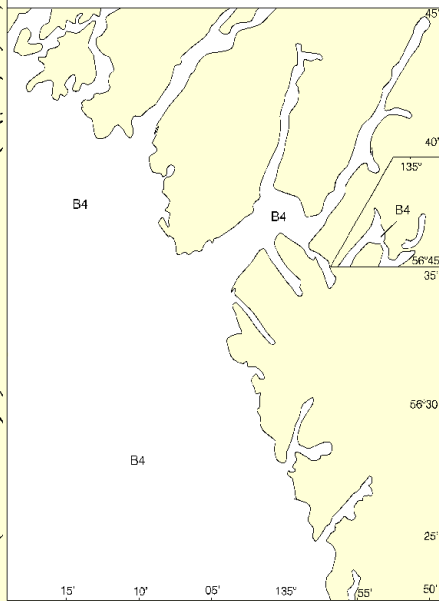


SOURCE DIAGRAM

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SOURCE

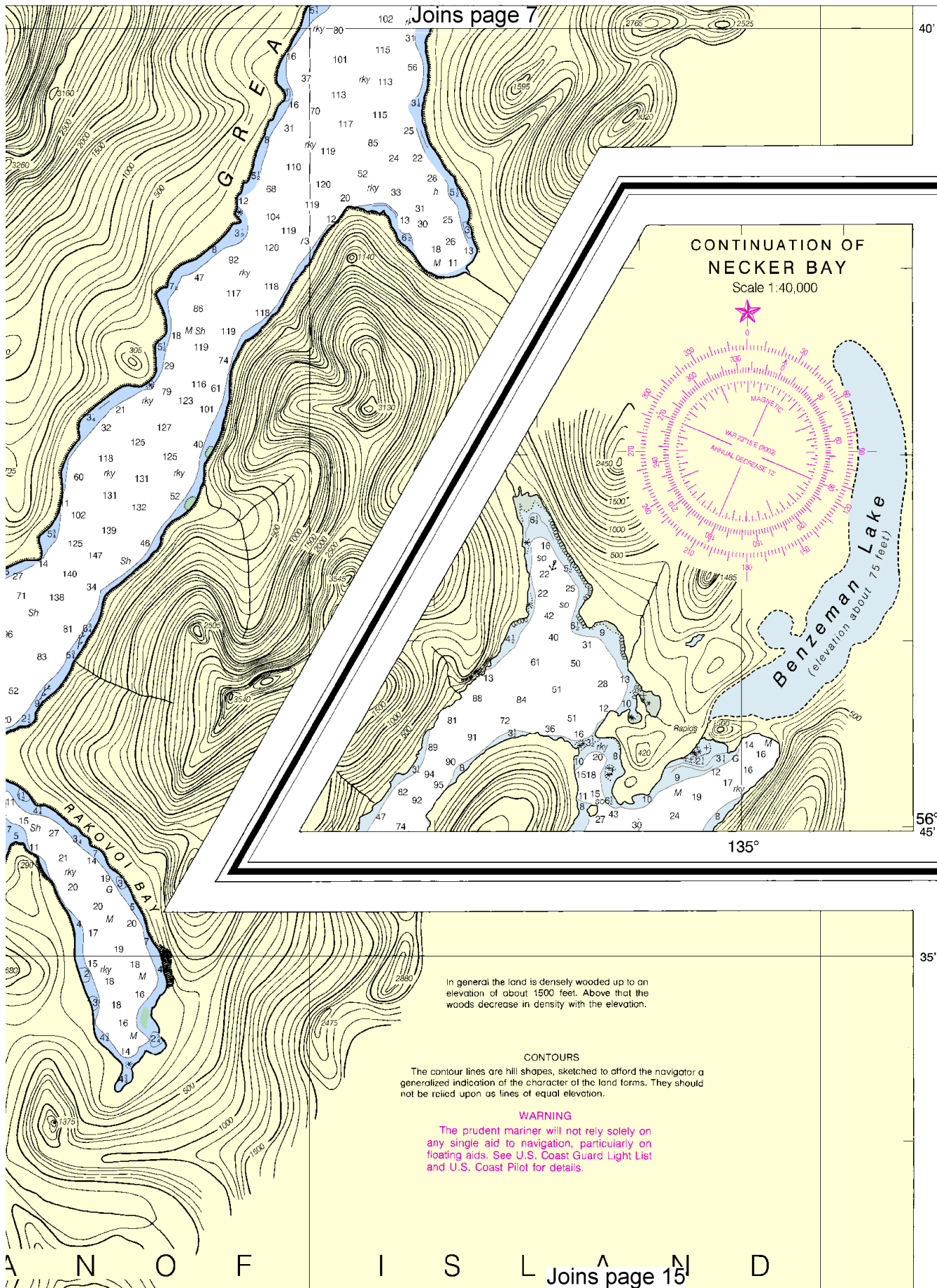
B4 1900-1939 NOS Surveys partial bottom coverage



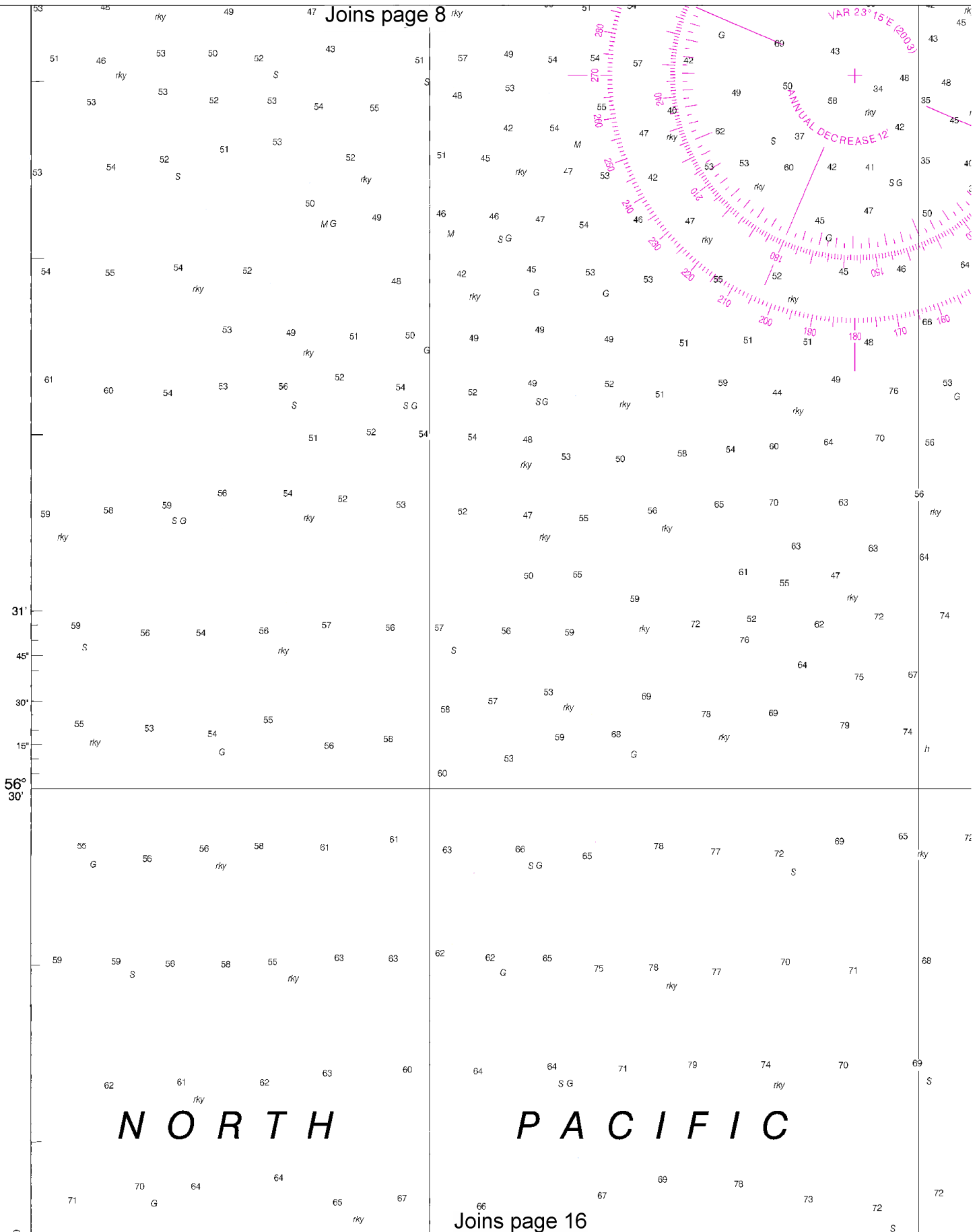
Joins page 9

Joins page 14





VAR 23°15' E (2003)
ANNUAL DECREASE 12



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

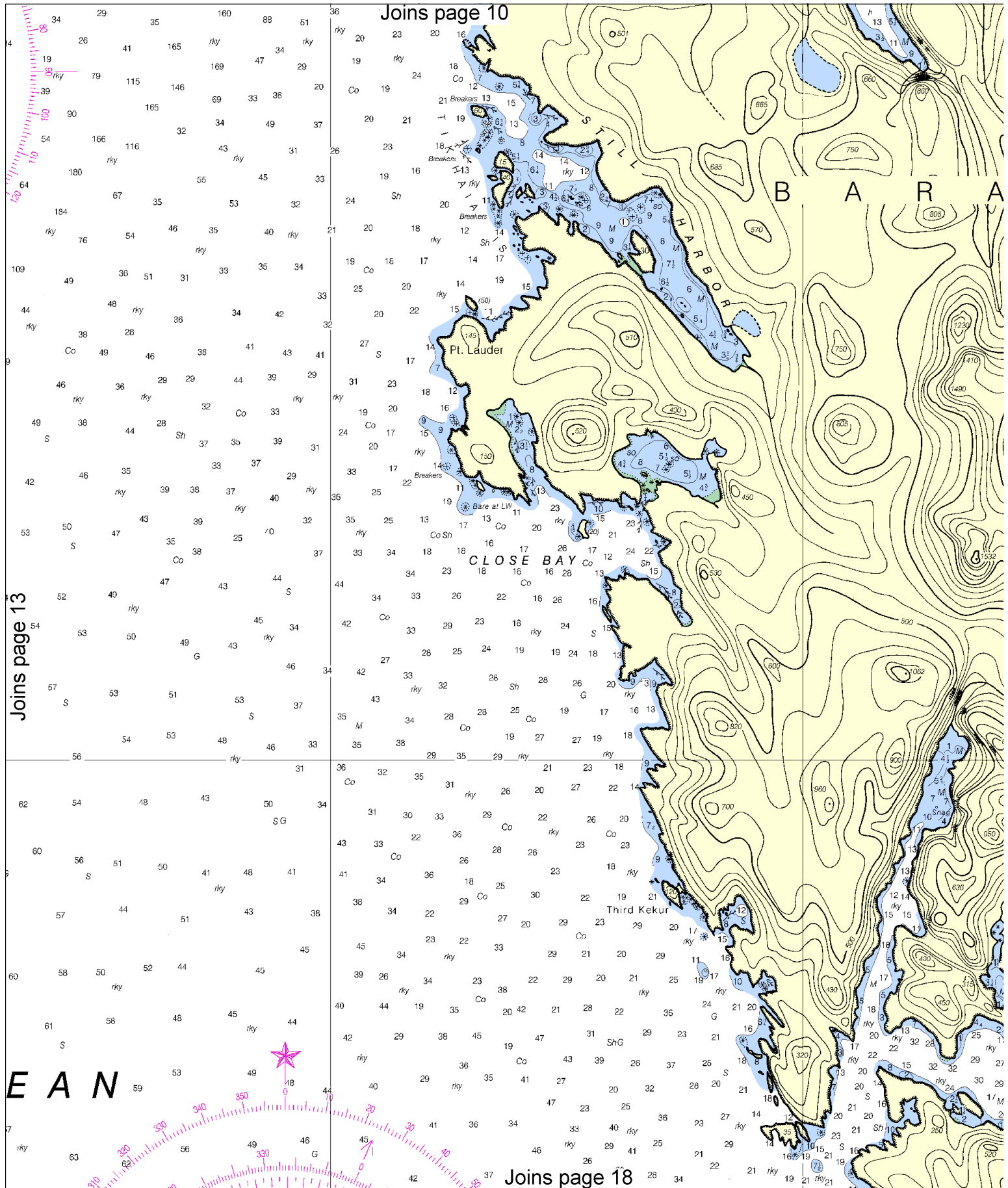


Joins page 9

Joins page 14

Joins page 17

O C E A N



Joins page 11s, sketched to afford the navigator a general character of the land forms. They should not be relied upon as lines of equal elevation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

A N O F I S L A N D



UNITED STATES

ALASKA - SOUTHEAST COAST

BARANOF ISLAND

SNIPE BAY TO CRAWFISH INLET

Mercator Projection

Scale 1:40,000 at Lat. 56°34'

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

Place Name	(Lat/L ong)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Sandy Bay	(56°28'N/134°58'W)	9.8	9.1	0.0	-4.0
Port Banks	(56°34'N/134°59'W)	9.9	9.2	1.5	-4.0
Necker Bay	(56°43'N/135°04'W)	9.9	9.2	0.0	-4.0

(703)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service,
Coast Survey.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

HORIZONTAL DATUM

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AIDS TO NAVIGATION

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Joins page 19

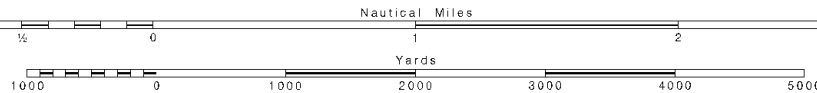
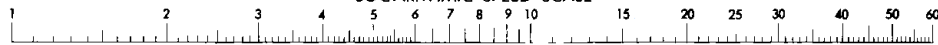
CONTINUED ON CHART 17320

N O R T H

P A C I F I C

25'

LOGARITHMIC SPEED SCALE



15'

10'

7th Ed., Nov. / 03 ■ Corrected through NM Nov. 22/03
Corrected through LNM Nov. 11/03

17328

CAUTION

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SOUNDING

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



OCEAN

SANDY BAY

Joins page 18

MAGNETIC
VAR 23°15'E (2009)

ANNUAL DECREASE 12'

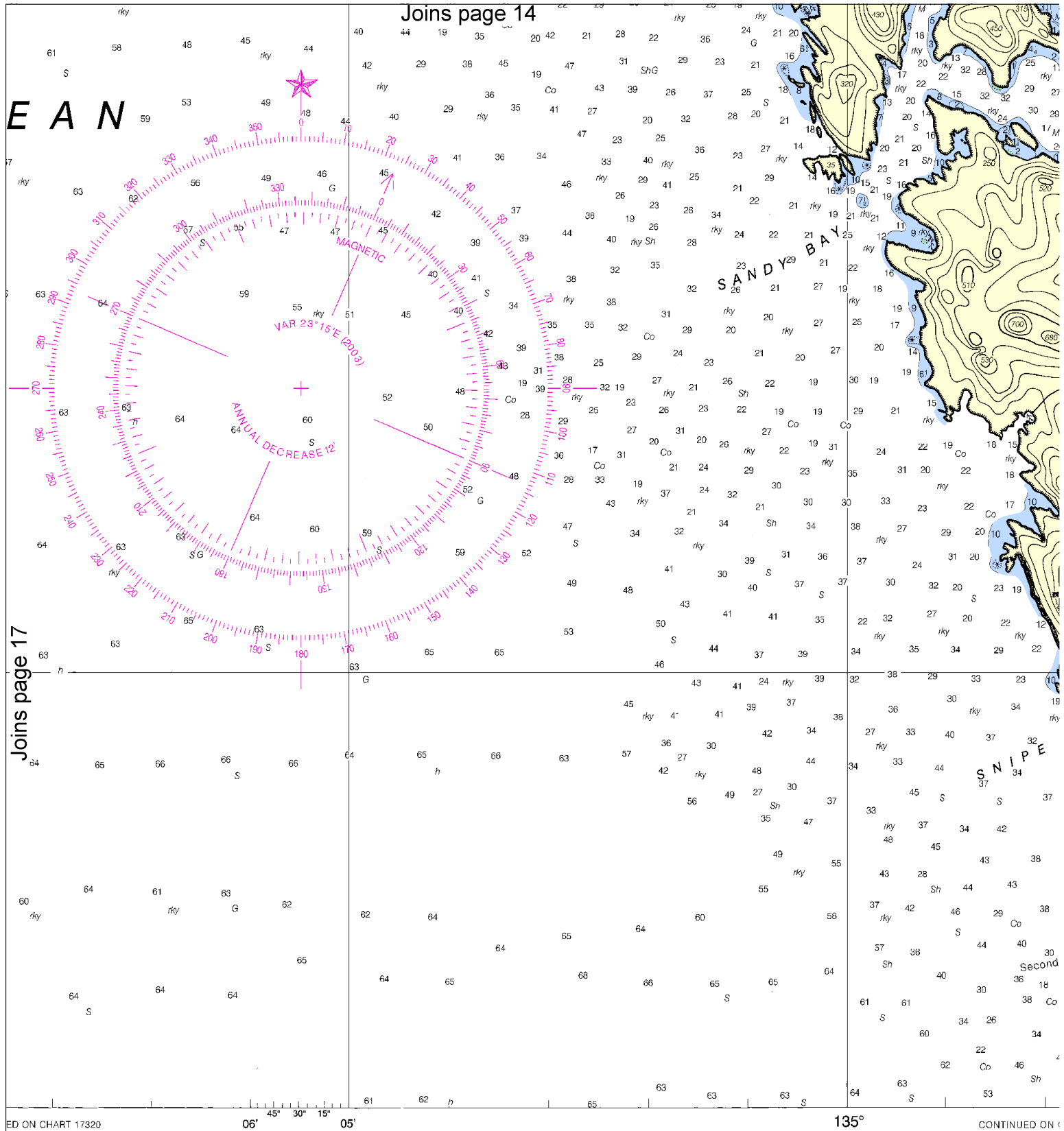
CONTINUED ON CHART 17320

06' 45' 30' 15' 05'

135°

VGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



ED ON CHART 17320 06° 45' 30' 15' 05' 135° CONTINUED ON

FATHOMS

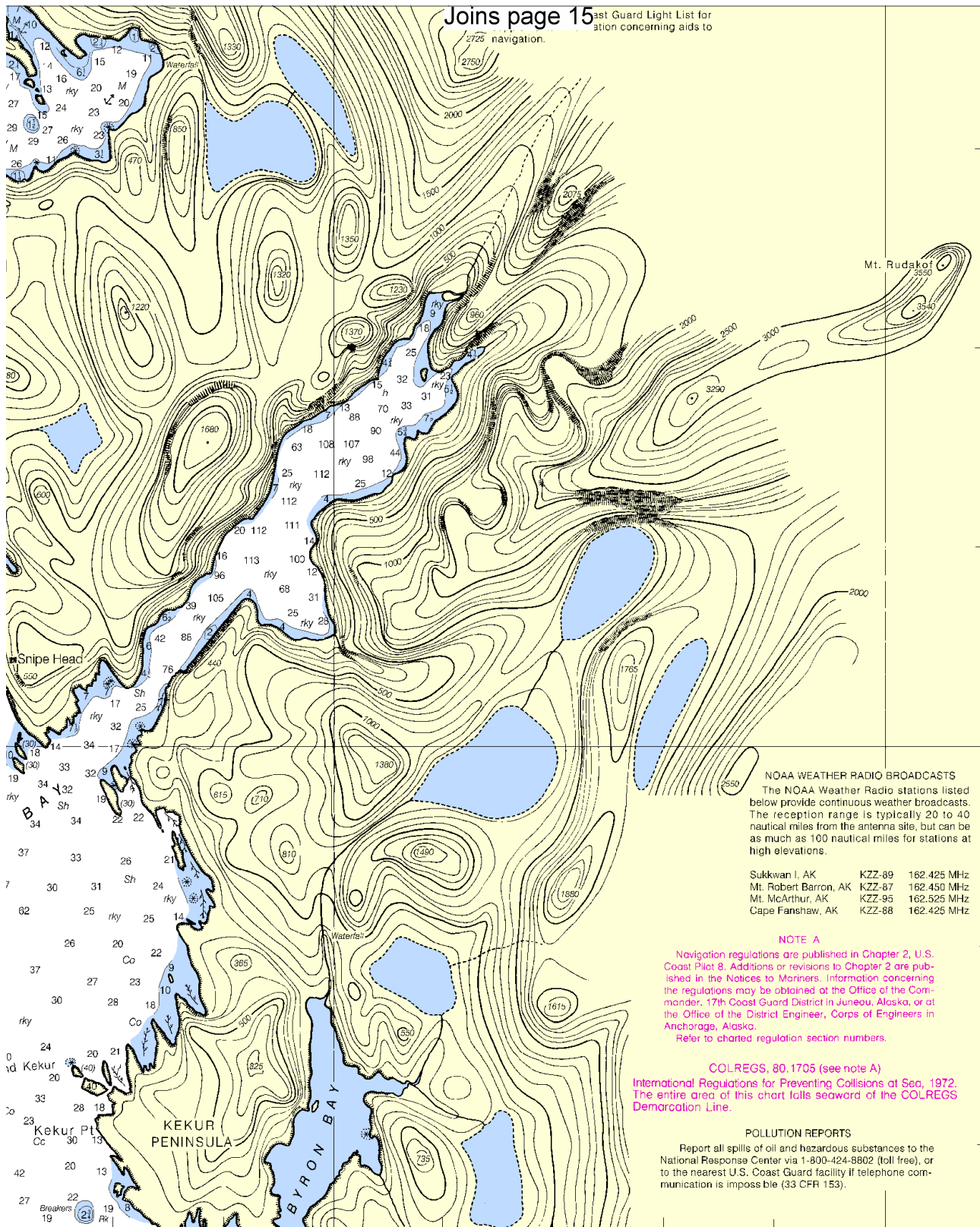
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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

18

Printed at reduced scale. SCALE 1:40,000 Nautical Miles See Note on page 5.

1 1/2 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000



NOAA WEATHER RADIO BROADCASTS
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COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

POLLUTION REPORTS

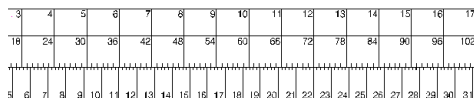
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

25'

CHART 17330

55'

50'



Snipe Bay to Crawfish Inlet
 SOUNDINGS IN FATHOMS - SCALE 1:40,000

17328



ED. NO. 7



NSN 7642014011433
 NIMA REFERENCE NO. 17XHA17328

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.